Event

MPTS IJET
IR 3103
OFT

Mission

AIRWAYS NAVIGATION SIMULATOR

1.5 HOURS/X

ORM

IR 3103

- **OPERATIONAL REQUIREMENTS / LIMITATIONS**
  - **CREW REST/ CREW DAY / WORK WEEK**
  - **WARM-UP ELIGIBILITY**
  - **PREVIOUS FLIGHT COMPLETE?**
  - **IP CURRENCY**
  - **READ AND INITIAL**

- **HUMAN FACTORS**
  - **LIFE STRESSORS / EXTERNAL FACTORS/ PERSONAL PROBLEMS**
  - **MEDICAL STATUS**
    - **CREW DAY**
    - **CREW REST**
    - **NOURISHMENT**
    - **HYDRATION**

- **HAZARDS AND CONTROLS**
  - **ROUTINE**
  - **WEATHER**
    - **CURRENT OBSERVATIONS AND FORECASTS**
    - **CROSSWINDS**
    - **FUEL CONSIDERATIONS**

TTO

IR 3103

- **WHO WILL CALL A TTO?**

- **WHAT SITUATIONS WILL THE TTO BE CALLED?**
  - **SAFETY**
  - **CONFUSION**
  - **MISUNDERSTANDING**

- **IP RESPONSIBILITIES**
  - **RECOGNIZE THE NEED FOR A TTO**
  - **EXPLANATION / INSTRUCTION AS NECESSARY**
  - **DOCUMENTATION ON ATF**

- **WHEN AND HOW WILL TRAINING RESUME?**

ADMIN

IR 3103

- **QOD**
  - **NATOPS**
  - **EP**
  - **SOP**
- **PREREQUISITES**
  - **IR 3102**
- **MISC.**
  - **EVENT DURATION MUST BE AT LEAST 0.75 OF SYLLABUS TIME TO BE COMPLETE (1.1 HRS).**
  - **AN EVENT DURATION THAT DEVIATES GREATER THAN 0.3 HOURS FROM SYLLABUS TIME MUST HAVE THE REASON ANNOTATED ON THE GRADE SHEET.**

SYLLABUS NOTES

IR 3103

- **SNA'S SHALL BRING A COPY OF THEIR DD-175 AND SINGLE ENGINE JET LOG TO ALL SIMULATOR EVENTS FOR INSTRUCTOR USE.**
- **THE HUD SHALL NOT BE UTILIZED**
- **IR3102–4 SHALL BE FLOWN IN THE OFT**
- **IR3103 SHOULD BE FLOWN AT NIGHT**

Syllabus Notes

IR 3103

DURING THIS BLOCK, STUDENTS MUST FLY AT LEAST THE APPROACHES AND MANEUVERS LISTED BELOW:

- **TACAN/VOR DME 2 FULL PANEL/2 PARTIAL PANEL**
- **VOR 1 FULL PANEL**
- **ASR 2 PARTIAL PANEL**
- **ILS 1 FULL PANEL/1 PARTIAL PANEL**
- **PAR 1 FULL PANEL**
- **MIN FUEL/EMERGENCY FUEL APPROACH 1**
- **ROUTE/DESTINATION CHANGE 3**
- **STAR 1**
- **LOW OIL APPROACH 1**
- **NO-GYRO GCA 1**

RECOMMENDED FLIGHT CONDUCT

IR 3103

PREPARE A TERMINAL DELAY DD-175 & JET LOG FROM NAS MERIDIAN, MS (NMM) TO GULFPORT-BILOXI INTERNATIONAL, MS (GPT) AND RETURN TO NMM. CHOOSE AN ALTERNATE AIRFIELD FOR NMM. EXPECT ENROUTE CHANGES.

DEPARTURE: NMM RADAR DEPARTURE

ENROUTE: AS FILED, WITH TERMINAL DELAY @ GPT

UP-DATE WEATHER EN ROUTE

ARRIVAL: PILOT'S DISCRETION

NOTES: TACAN, VOR, PAR / ASR OR EMERGENCY APPROACHES AS REQUIRED

CONSIDER LOST COMM. SITUATIONS AND DIVERT OPTIONS

SSR/DISCUSS ITEMS

IR 3103

- **SPECIAL SYLLABUS REQUIRMENTS:**
  - **NONE**

- **DISCUSS ITEMS:**
  - **QOD**

IR 3103

BLOCK MIF

CTS REF	MANEUVER	IR3104
1	General Knowledge/Procedures	4+
2	Emergency Procedures	3+
3	Headwork/Situational Awareness	4+
4	Basic Airwork	4+
5	Mission Planning/Briefing/Debriefing	4+
6	Communications	4+
7	Ground Operations	4+
8	Flight Admin	4+
2	Lost Communications	4+
10	Takeoff	4+
11	Departure	4+
12	Enroute Navigation	4+
12	Point-to-Point Navigation	3+
1 8	Route/Destination Change	3+
15	Holding	4+
13	Descent/Field Entry	4+
12	STAR	3+
17	Precision Approach	4+
18	Non Precision Approach	4+
17 18 5	Partial Panel Approach	4+
21	Min/Emergency Fuel Approach	4+
21	Emergency Instrument Approach	4+
21	Emergency Oil Approach	4+
17	No-Gyro GCA	4+
19	Circling Approach	3
20	Missed Approach	4+
20 5	Partial Panel Missed Approach	4+
19	Instrument-to-Visual Scan	3+
23	Landings(3)	3

STANDARD DEBRIEFING FORMAT

IR 3103

- THE FLIGHT LEAD OR PILOT-IN-COMMAND IS RESPONSIBLE FOR ENSURING ALL FLIGHT OR CREWMEMBERS ARE THOUROUGHLY DEBRIEFED ON THE CONDUCT OF THE MISSION UTILIZING THE "S-P-B-E-MS-LL" FORMAT OUTLINED BELOW.

I. SAFETY
II. PLANNING
III. BRIEF
IV. EXECUTION
V. MISSION SUCCESS
VI. LESSONS LEARNED